

**AMENDMENT TO THE SPECIFICATION:**

**On page 3, please delete the first full paragraph and insert the following new paragraph:**

*P* According to the invention as set forth in Claim 1a first aspect of the invention, there is provided a pneumatic tire, in which a plurality of substantially quadrilateral land portions are arranged on a tread and defined by two sets of main grooves having different angles with respect to a tire equatorial plane and in which auxiliary grooves are arranged in said land portions, characterized: in that said land portions have diagonal lines of different lengths; and in that said auxiliary grooves are arranged at the central portions of said land portions and substantially along the shorter diagonal lines.

**On page 3, please delete the second full paragraph and insert the following new paragraph:**

*B2* According to the invention as set forth in Claim 2a second aspect of the invention, a pneumatic tire as set forth in Claim 1 is characterized in that said auxiliary grooves are not opened in said main grooves.

**On page 3, please delete the third full paragraph and insert the following new paragraph:**

*B3* According to the invention as set forth in Claim 3a third aspect of the invention, a pneumatic tire as set forth in Claim 2 is characterized in that said auxiliary groove have a length of no less than 30 % but less than 70 % of the length of said shorter diagonal lines.

**On page 3, please delete the fourth full paragraph and insert the following new paragraph:**

*B4* According to the invention as set forth in Claim 4a fourth aspect of the invention, a pneumatic tire as set forth in any of Claims 1 to 3 is characterized in that the angle formed between said shorter diagonal lines and said auxiliary grooves is within +20 degrees.

**Please delete the paragraph bridging pages 3-4 and insert the following new paragraph:**

*B5* According to the invention as set forth in Claim 5a fifth aspect of the invention, a pneumatic tire as set forth in any of Claims 1 to 4 is characterized in that said auxiliary grooves are arranged substantially on said shorter diagonal lines.

**On page 4, please delete the first full paragraph and insert the following new paragraph:**

*B6* According to the invention as set forth in Claim 6a sixth aspect of the invention, a pneumatic tire as set forth in any of Claims 1 to 5 is characterized in that said auxiliary grooves have a depth of no less than 30 % of the depth of said main grooves.

**On page 4, please delete the second full paragraph and insert the following new paragraph:**

*B7* According to the invention as set forth in Claim 7a seventh aspect of the invention, a pneumatic tire as set forth in any of Claims 1 to 6 is characterized in that end portion grooves opened in said main grooves are connected to the end portions of said auxiliary grooves.

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**On page 4, please delete the third full paragraph and insert the following new paragraph:**

*B8* According to the invention as set forth in Claim 8 an eighth aspect of the invention, a pneumatic tire as set forth in Claim 7 is characterized in that said end portion grooves are opened in said main grooves which are the closest to the end portions of said auxiliary grooves.

**On page 4, please delete the fourth full paragraph and insert the following new paragraph:**

*B9* According to the invention as set forth in Claim 9 a ninth aspect of the invention, a pneumatic tire as set forth in Claim 8 is characterized in that the angle formed between said end portion grooves and said auxiliary grooves is obtuse.

**On page 4, please delete the fifth full paragraph and insert the following new paragraph:**

*B10* According to the invention as set forth in Claim 10 a tenth aspect of the invention, a pneumatic tire as set forth in any of Claims 7 to 9 is characterized in that the angle formed between said end portion grooves and the neighborhood main grooves, in which said end portion grooves are not opened, is no more than 30 degrees.

**Please delete the paragraph bridging pages 4-5 and insert the following new paragraph:**

*B11* According to the invention as set forth in Claim 11 an eleventh aspect of the invention, a pneumatic tire as set forth in any of Claims 7 to 10 is characterized: in that said end portion grooves are formed on the two end portions of said auxiliary grooves; and in that one auxiliary

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*B1*  
groove is opened in one of the main grooves opposed to each other whereas the other auxiliary groove is opened in the other of the main grooves opposed to each other.

**On page 5, please delete the first full paragraph and insert the following new paragraph:**

*B2*  
According to the invention as set forth in Claim 12a twelfth aspect of the invention, a pneumatic tire as set forth in any of Claims 7 to 11is characterized in that said end portion grooves are as deep as or shallower than said auxiliary grooves.

**On page 5, please delete the second full paragraph and insert the following new paragraph:**

*B3*  
According to the invention as set forth in Claim 13a thirteenth aspect of the invention, a pneumatic tire as set forth in Claim 12is characterized in that the depth of said end portion grooves is no less than 10 % and no more than 30 % of the depth of said main grooves.

**On page 5, please delete the third full paragraph and insert the following new paragraph:**

*B4*  
According to the invention as set forth in Claim 14a fourteenth aspect of the invention, a pneumatic tire as set forth in any of Claims 1 to 13is characterized in that the shortest distance between the end portions of said auxiliary grooves and said main grooves which are the closest to said end portions is no less than 15 % of the length of said shorter diagonal lines.

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Please delete the paragraph bridging pages 5-6 and insert the following new paragraph:

*B15* According to the invention as set forth in Claim 15a fifteenth aspect of the invention, there is provided a pneumatic tire, in which a plurality of substantially quadrilateral land portions are arranged on a tread and defined by two sets of main grooves having different angles with respect to a tire equatorial plane and in which auxiliary grooves are arranged in said land portions, characterized: in that said land portion has an auxiliary groove extending throughout from one side to another side; and in that said auxiliary groove includes: a central auxiliary groove portion inclined in the same direction as that of the shorter diagonal line of the land portion and arranged at the central portion of said land portion; end portion auxiliary groove portions extending in directions different from that of said central auxiliary groove portion and opened in the closest main grooves; and connection portions for smoothly jointing said central auxiliary groove portion and said end portion auxiliary groove portions.

On page 6, please delete the first full paragraph and insert the following new paragraph:

*B16* According to the invention as set forth in Claim 16a sixteenth aspect of the invention, a pneumatic tire as set forth in Claim 15 is characterized in that said connection portions are formed into arcuate shapes having a radius of curvature of no less than 3 mm and no more than 10 mm.

**On page 6, please delete the second full paragraph and insert the following new paragraph:**

*B17* According to the invention as set forth in Claim 17a seventeenth aspect of the invention, a pneumatic tire as set forth in Claim 15 or 16 is characterized in that said central auxiliary groove portion has a length of less than 70 % of the length of said shorter diagonal line.

**Please delete the paragraph bridging pages 6-7 and insert the following new paragraph:**

*B18* According to the invention as set forth in Claim 18an eighteenth aspect of the invention, a pneumatic tire as set forth in any of Claims 15 to 17-is characterized in that the angle formed between said shorter diagonal line and said central auxiliary groove portion is within ± 20 degrees.

**On page 7, please delete the first full paragraph and insert the following new paragraph:**

*B19* According to the invention as set forth in Claim 19a nineteenth aspect of the invention, a pneumatic tire as set forth in any of Claims 15 to 18-is characterized in that said central auxiliary groove portion is arranged substantially on said shorter diagonal line.

**On page 7, please delete the second full paragraph and insert the following new paragraph:**

*B20* According to the invention as set forth in Claim 20a twentieth aspect of the invention, a pneumatic tire as set forth in any of Claims 15 to 20-is characterized in that said central auxiliary groove portion has a depth of no less than 30 % of the depth of said main grooves.

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**On page 7, please delete the third full paragraph and insert the following new paragraph:**

*B21*  
According to the invention as set forth in Claim 21a twenty-first aspect of the invention, a pneumatic tire as set forth in any of Claims 15 to 20 is characterized in that the angle formed between said end portion auxiliary groove portions and the neighborhood main grooves, in which said end portion auxiliary groove portions are not opened, is no more than 30 degrees.

**On page 7, please delete the fourth full paragraph and insert the following new paragraph:**

*B22*  
According to the invention as set forth in Claim 22a twenty-second aspect of the invention, a pneumatic tire as set forth in any of Claims 15 to 21 is characterized in that said end portion auxiliary groove portions are as deep as or shallower than said central auxiliary groove portion.

**On page 7, please delete the fifth full paragraph and insert the following new paragraph:**

*B23*  
According to the invention as set forth in Claim 23a twenty-third aspect of the invention, a pneumatic tire as set forth in Claim 22 is characterized in that the depth of said end portion auxiliary groove portions is no less than 10 % and no more than 30 % of the depth of said main grooves.

**On page 8, please delete the first full paragraph and insert the following new paragraph:**

*P24* According to the invention as set forth in Claim 24a twenty-four aspect of the invention, a pneumatic tire as set forth in any of Claims 15 to 23 is characterized in that said auxiliary groove includes chamfered portions formed at the two corner portions of the opened portions of said auxiliary groove in the tread, when viewed in a section normal to the longitudinal direction at each point of the longitudinal direction.

**On page 8, please delete the second full paragraph and insert the following new paragraph:**

*P25* According to the invention as set forth in Claim 25a twenty-fifth aspect of the invention, a pneumatic tire as set forth in Claim 24 is characterized in that said chamfered portions have a gently bulging sectional shape in said section normal to the longitudinal direction of said auxiliary groove.

**On page 8, please delete the third full paragraph and insert the following new paragraph:**

*P26* According to the invention as set forth in Claim 26a twenty-sixth aspect of the invention, a pneumatic tire as set forth in Claim 24 or 25 is characterized in that the maximum of the depth H of said chamfered portions is no less than 5 % and no more than 50 % of the groove depth D of said auxiliary groove.

**On page 8, please delete the fourth full paragraph and insert the following new paragraph:**

*P27* According to the ~~invention as set forth in Claim 27~~ a twenty-seventh aspect of the ~~invention~~, a pneumatic tire ~~as set forth in any Claims 24 to 26~~ is characterized in that the maximum of the length L of said chamfered portions, as measured in parallel with the tread, in said section normal to the longitudinal direction of said auxiliary groove is no less than 5 % and no more than 50 % of the maximum width W, as taken in the tire axial direction, of the land portion having said auxiliary groove.

**On page 9, please delete the first full paragraph and insert the following new paragraph:**

*P28* According to the ~~invention as set forth in Claim 28~~ a twenty-eighth aspect of the ~~invention~~, a pneumatic tire ~~as set forth in any Claims 24 to 27~~ is characterized in that the depth H of said chamfered portions at each point in the longitudinal direction of said auxiliary groove is changed gently so that the change in the ground contact pressure which occurs inside the land portion under a lateral force may be small.

**On page 9, please delete the second full paragraph and insert the following new paragraph:**

*P29* According to the ~~invention as set forth in Claim 29~~ a twenty-ninth aspect of the ~~invention~~, a pneumatic tire ~~as set forth in Claim 28~~ is characterized in that the depth H of said chamfered portions takes its maximum at the land portion ends of said auxiliary groove and at the central portion of the land portion.

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**On page 9, please delete the third full paragraph and insert the following new paragraph:**

*B30*  
Here will be described the effects of the pneumatic tire as set forth in Claim 1 according to the first aspect of the invention.

**On page 10, please delete the second full paragraph and insert the following new paragraph:**

*B31*  
Therefore, the pneumatic tire as set forth in Claim 1 according to the first aspect of the invention can improve the wet performance while maintaining the excellent dry performance.

**On page 10, please delete the third full paragraph and insert the following new paragraph:**

*B32*  
Here will be described the effects of the pneumatic tire as set forth in Claim 2 according to the second aspect of the invention.

**On page 10, please delete the fourth full paragraph and insert the following new paragraph:**

*B33*  
In the pneumatic tire as set forth in Claim 2 according to the second aspect of the invention, the auxiliary grooves are not opened in the main grooves so that the decrease in the rigidity of the land portions can be suppressed as compared with the land portions having the auxiliary grooves opened in the main grooves, to maintain the high dry performance.

**On page 10, please delete the fifth full paragraph and insert the following new paragraph:**

*B3f* Here will be described the effects of the pneumatic tire as set forth in Claim 3 according to the third aspect of the invention.

**Please delete the paragraph bridging pages 10-11 and insert the following new paragraph:**

*B35* In the pneumatic tire as set forth in Claim 3 according to the third aspect of the invention, when the auxiliary grooves not opened in the main grooves are formed in the land portions, the length of the auxiliary grooves is set to no less than 30 % but less than 70 % of the length of the shorter diagonal lines so that the decrease in the rigidity of the land portions can be suppressed while maintaining excellent water absorption, to make the wet performance and the dry performance compatible.

**On page 11, please delete the third full paragraph and insert the following new paragraph:**

*B3b* Here will be described the effects of the pneumatic tire as set forth in Claim 4 according to the fourth aspect in the invention.

**On page 11, please delete the fourth full paragraph and insert the following new paragraph:**

*B37* The pneumatic tire as set forth in Claim 4 according to the fourth aspect of the invention has an excellent effect that the decrease in the rigidity, as caused by providing the auxiliary

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*B37* grooves in the land portions, of the land portions can be suppressed to maintain the dry performance reliably.

**On page 12, please delete the first full paragraph and insert the following new paragraph:**

*B38* Here will be described the effects of the pneumatic tire as set forth in Claim 5 according to a fifth aspect of the invention.

**On page 12, please delete the fourth full paragraph and insert the following new paragraph:**

*B39* Here will be described the effects of the pneumatic tire as set forth in Claim 6 according to the sixth aspect of the invention.

**On page 12, please delete the sixth full paragraph and insert the following new paragraph:**

*B40* Here will be described the effects of the pneumatic tire as set forth in Claim 7 according to the seventh aspect of the invention.

**On page 13, please delete the fourth full paragraph and insert the following new paragraph:**

*B41* As a result, the pneumatic tire as set forth in Claim 7 according to a seventh aspect of the invention has an excellent effect that the water between the ground contacting surfaces of the land portions and the road surface can be easily discharged to improve the wet performance as compared with the case of providing only the auxiliary grooves.

**On page 14, please delete the first full paragraph and insert the following new paragraph:**

*B42*  
Here will be described the effects of the pneumatic tire as set forth in Claim 8 according to the eighth aspect of the invention.

**On page 14, please delete the second full paragraph and insert the following new paragraph:**

*B43*  
In the pneumatic tire as set forth in Claim 8 according to the eighth aspect of the invention, the end portion grooves are opened in the main grooves which are the closest to the end portions of the auxiliary grooves, so that the length of the end portion grooves can be reduced, to discharge the water in the auxiliary grooves efficiently to the main grooves.

**On page 14, please delete the third full paragraph and insert the following new paragraph:**

*B44*  
As a result, the pneumatic tire as set forth in Claim 8 according to the eighth aspect of the invention has an excellent effect that it can further improve the wet performance.

**On page 14, please delete the fourth full paragraph and insert the following new paragraph:**

*B45*  
Here will be described the effects of the pneumatic tire as set forth in Claim 9 according to the ninth aspect of the invention.

**On page 14, please delete the fifth full paragraph and insert the following new paragraph:**

*B46* In the pneumatic tire ~~as set forth in Claim 9~~ according to the ninth aspect of the invention, by forming an obtuse angle between the end portion grooves and the auxiliary grooves, the flow resistance can be suppressed to drain the water in the auxiliary grooves efficiently into the main grooves.

**On page 14, please delete the sixth full paragraph and insert the following new paragraph:**

*B47* As a result, the pneumatic tire ~~as set forth in Claim 9~~ according to the ninth aspect of the invention has an excellent effect that it can further improve the wet performance.

**On page 14, please delete the seventh full paragraph and insert the following new paragraph:**

*B48* Here will be described the effects of the pneumatic tire ~~as set forth in Claim 10~~ according to the tenth aspect of the invention.

**Please delete the paragraph bridging pages 14-15 and insert the following new paragraph:**

*B49* In the pneumatic tire ~~as set forth in Claim 10~~ according to the tenth aspect of the invention, the angle formed between the end portion grooves and the neighborhood main grooves, in which the end portion grooves are not opened, is set within 30 degrees so that the decrease in the rigidity of the end portion grooves in the vicinity where the end portion grooves

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*B49* are opened to the main grooves can be suppressed, to suppress any peel, after the run, in the vicinity where the end portions are opened to the main grooves.

**On page 15, please delete the first full paragraph and insert the following new paragraph:**

*B50* Here will be described the effects of the pneumatic tire ~~as set forth in Claim 11~~ according to the eleventh aspect of the invention.

**On page 15, please delete the second full paragraph and insert the following new paragraph:**

*B51* In the pneumatic tire ~~as set forth in Claim 11~~ according to the eleventh aspect of the invention, one auxiliary groove is opened in one of the main grooves opposed to each other, and the other auxiliary groove is opened in the other of the main grooves opposed to each other. Therefore, the water sucked into the auxiliary groove can be efficiently discharged through the end portion grooves to both of the main grooves so that the water between the ground contacting surfaces of the land portions and the road surface can be more easily discharged to improve the wet performance better.

**On page 15, please delete the third full paragraph and insert the following new paragraph:**

*B52* Here will be described the effects of the pneumatic tire ~~as set forth in Claim 12~~ according to the twelfth aspect of the invention.

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**Please delete the paragraph bridging pages 15-16 and insert the following new paragraph:**

*B6*  
In the pneumatic tire ~~as set forth in Claim 12~~ according to the twelfth aspect of the invention, the end portion grooves are formed as deep as or shallower than the auxiliary grooves, thereby to suppress the local decrease in rigidity of the outer peripheral portions of the land portions. More preferably, by making the end portion grooves shallower than the auxiliary grooves, the rigidity of the outer peripheral edges of the land portions can be maintained as a whole, to achieve a rigidity which sufficiently resists the bending deformation of the land portions.

**On page 16, please delete the first full paragraph and insert the following new paragraph:**

*B5f*  
Here will be described the effects of the pneumatic tire ~~as set forth in Claim 13~~ according to the thirteenth aspect of the invention.

**On page 16, please delete the second full paragraph and insert the following new paragraph:**

*B5b*  
In the invention ~~as set forth in Claim 13~~ according to the thirteenth aspect of the invention, the depth of the end portion grooves is set to no less than 10 % and no more than 30 % of the depth of the main grooves so that the drainage at the initial stage of wear and the rigidity of the land portions are made compatible. If the depth of the end portion grooves is less than 10 % of the depth of the main grooves, there cannot be obtained the drainage by the end portion grooves at the initial stage of wear. When the end portion grooves disappear due to wear, the

*b5*

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tread surface is so roughened as to form irregularities therein, so that the sufficient draining effect is obtained by the recesses formed in the tread or the ground contacting face.

**On page 16, please delete the fourth full paragraph and insert the following new paragraph:**

*b5d*  
Generally in the pneumatic tire as set forth in Claim 12 according to the twelfth aspect of the invention, the end portion grooves have a depth of no less than 1 mm and no more than 4 mm.

**On page 17, please delete the third full paragraph and insert the following new paragraph:**

*b5f*  
Here will be described the effects of the pneumatic tire as set forth in Claim 14 according to the fourteenth aspect of the invention.

**On page 18, please delete the first full paragraph and insert the following new paragraph:**

*b5g*  
Here will be described the effects of the pneumatic tire as set forth in Claim 15 according to the fifteenth aspect of the invention.

**On page 19, please delete the third full paragraph and insert the following new paragraph:**

*b5g*  
In the pneumatic tire as set forth in Claim 15 according to the fifteenth aspect of the invention, moreover, the center auxiliary groove portion is arranged at the central portion of the land portions with an inclination in the same direction as that of the shorter diagonal lines, so that

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*B59*  
the land portions are divided into the two triangles approximating the equilateral triangles thereby to prevent the land portions from becoming weak in a specific direction.

**On page 20, please delete the second full paragraph and insert the following new paragraph:**

*B60* Here will be described the effects of the pneumatic tire as set forth in Claim 16 according to the sixteenth aspect of the invention.

**Please delete the paragraph bridging pages 20-21 and insert the following new paragraph:**

*B61* As a result, the pneumatic tire as set forth in Claim 16 according to the sixteenth aspect of the invention has excellent effects to suppress the occurrence of the cracks and the heel-and-toe wear, to prevent the land portions from being weakened in a specific direction, and to drain the absorbed water smoothly into the main grooves.

**On page 21, please delete the first full paragraph and insert the following new paragraph:**

*B62* Here will be described the effects of the pneumatic tire as set forth in Claim 17 according to the seventeenth aspect of the invention.

**On page 21, please delete the second full paragraph and insert the following new paragraph:**

*B63* In the pneumatic tire as set forth in Claim 17 according to the seventeenth aspect of the invention, the length of the center auxiliary groove portion is less than 70% of the length of the

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*B63*  
shorter diagonal lines so that the decrease in the rigidity of the land portions can be suppressed, to maintain the excellent dry performance.

**On page 21, please delete the third paragraph and insert the following new paragraph:**

*B64*  
Therefore, the pneumatic tire as set forth in Claim 17 according to the seventeenth aspect of the invention has an excellent effect to make the dry performance compatible with and the wet performance.

**On page 21, please delete the fourth full paragraph and insert the following new paragraph:**

*B65*  
Here will be described the effects of the pneumatic tire as set forth in Claim 18 according to the eighteenth aspect of the invention.

**Please delete the paragraph bridging pages 21-22 and insert the following new paragraph:**

*B66*  
Therefore, the pneumatic tire as set forth in Claim 18 according to the eighteenth aspect of the invention has an excellent effect to maintain the dry performance reliably while suppressing the decrease in the rigidity of the land portions, which is caused by providing the auxiliary grooves in the land portions.

**On page 22, please delete the first full paragraph and insert the following new paragraph:**

*B67*  
Here will be described the effects of the pneumatic tire as set forth in Claim 19 according to the nineteenth aspect of the invention.

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**On page 22, please delete the third full paragraph and insert the following new paragraph:**

*B68* Therefore, the pneumatic tire as set forth in Claim 19 according to the nineteenth aspect of the invention has an excellent effect to maintain the dry performance more reliably.

**On page 22, please delete the fourth full paragraph and insert the following new paragraph:**

*B69* Here will be described the effects of the pneumatic tire as set forth in Claim 20 according to the twentieth aspect of the invention.

**On page 22, please delete the sixth full paragraph and insert the following new paragraph:**

*B70* Therefore, the pneumatic tire as set forth in Claim 20 according to the twentieth aspect of the invention has an excellent effect to maintain the water absorption until the intermediate stage of wear.

**On page 22, please delete the seventh full paragraph and insert the following new paragraph:**

*B71* Here will be described the effects of the pneumatic tire as set forth in Claim 21 according to the twenty-first aspect of the invention.

**On page 23, please delete the first full paragraph and insert the following new paragraph:**

*B72* In the pneumatic tire as set forth in Claim 21 according to the twenty-first aspect of the invention, the angle formed between the end portion auxiliary groove portions and the

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*B72* neighborhood main grooves, in which the end portion auxiliary groove portions are not opened, is set within 30 degrees so that the decrease in the rigidity in the vicinity of the openings of the end portion auxiliary groove portions to the main grooves is suppressed, thereby to suppress the peel in the vicinity of the openings to the main grooves after the run.

**On page 23, please delete the second full paragraph and insert the following new paragraph:**

*B73* Here will be described the effects of the pneumatic tire as set forth in Claim 22 according to the twenty-second aspect of the invention.

**On page 23, please delete the third full paragraph and insert the following new paragraph:**

*B74* In the pneumatic tire as set forth in Claim 22 according to the twenty-second aspect of the invention, the end portion auxiliary groove portions are as deep as or shallower than the center auxiliary groove portion thereby to suppress the localized decrease in rigidity of the outer peripheral edge portions of the land portions. More preferably, by making the end portion auxiliary groove portions shallower than the auxiliary grooves, the rigidity of the outer peripheral edge portions of the land portions can be kept high as a whole to reliably resist bending deformation.

**On page 23, please delete the fourth full paragraph and insert the following new paragraph:**

*B75* Here will be described the effects of the pneumatic tire as set forth in Claim 23 according to the twenty-third aspect of the invention.

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**Please delete the paragraph bridging pages 23-24 and insert the following new paragraph:**

*B76* In the invention as set forth in Claim 23 according to the twenty-third aspect of the invention, the depth of the end portion auxiliary groove portions is set to no less than 10 % but less than 30 % to make the drainage at the initial stage of wear compatible with and the rigidity of the land portions.

**On page 24, please delete the third full paragraph and insert the following new paragraph:**

*B77* In the pneumatic tire as set forth in Claim 22 according to the twenty-second aspect of the invention, generally, the groove depth of the end portion auxiliary groove portions is no less than 1 mm and no more than 4 mm.

**On page 25, please delete the first full paragraph and insert the following new paragraph:**

*B78* Here will be described the effects of the pneumatic tire as set forth in Claim 24 according to the twenty-fourth aspect of the invention.

**On page 25, please delete the third full paragraph and insert the following new paragraph:**

*B79* Here will be described the effects of the pneumatic tire as set forth in Claim 25 according to the twenty-fifth aspect of the invention.

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**On page 25, please delete the fifth full paragraph and insert the following new paragraph:**

*B80*  
Here will be described the effects of the pneumatic tire as set forth in Claim 26 according to the twenty-sixth aspect of the invention.

**On page 26, please delete the third full paragraph and insert the following new paragraph:**

*B81*  
Therefore, the pneumatic tire as set forth in Claim 26 according to the twenty-sixth aspect of the invention has an excellent effect that the contact pressure of the edge portions of the auxiliary grooves can be reduced to an optimum level.

**On page 26, please delete the fourth full paragraph and insert the following new paragraph:**

*B82*  
Here will be described the effects of the pneumatic tire as set forth in Claim 27 according to the twenty-seventh aspect of the invention.

**On page 27, please delete the second full paragraph and insert the following new paragraph:**

*B83*  
Therefore, the pneumatic tire as set forth in Claim 27 according to the twenty-seventh aspect of the invention has an excellent effect to reduce the contact pressure of the edge portions of the auxiliary grooves to the optimum level.

**On page 27, please delete the third full paragraph and insert the following new paragraph:**

*B84* Here will be described the effects of the pneumatic tire as set forth in Claim 28 according

to the twenty-eighth aspect of the invention.

**On page 27, please delete the fifth full paragraph and insert the following new**

**paragraph:**

*B85* Here will be described the effects of the pneumatic tire as set forth in Claim 29 according

to the twenty-ninth aspect of the invention.

**On page 34, please delete the second full paragraph and insert the following new**

**paragraph:**

*B86* Here, the rigidity of the land portion 26 is decreased if the angle θ3-θ4 formed between

the shorter diagonal line 30S and the auxiliary groove 28 is beyond the range within 20 degrees.

**On page 66, please delete the third full paragraph and insert the following new**

**paragraph:**

*B87* In the tread 12 of the pneumatic tire 50 of this embodiment, as shown in Fig. 9, there are

formed on the lefthand side (as indicated by arrow RL) main grooves 32, 34, 36, 38, 40 and 42

which extend in the tire circumferential directions (as indicated by arrow A and by arrow B). On

the righthand side (as indicated by arrow LR), there are formed a plurality of main grooves 44

which are inclined at an angle no more than 40 degrees with respect to the tire circumferential

direction.

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**On page 67, please delete the first full paragraph and insert the following new paragraph:**

*B78*  
In the tread 12, moreover, there are formed on the lefthand side a plurality of main grooves 46 which extend from the lefthand shoulder side toward the main groove 38 and intersect the main grooves 32, 34 and 36. On the righthand side, there are formed a plurality of main grooves 48 which extend from the righthand shoulder side toward the main groove 38 and intersect the main grooves 40, 42 and [[4 (44)]]44.